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A Bargain in Elegan Public Libray 4,196

In clearing up our Fur Department we find several very fine fur-lined Kersey and Beaver Overcoats. A superb black Astrachan lines one coat; the others are lined with River Mink, and the collars, cuffs and facings are Canadian Sable. The trimmings and cut of the coats are, of course, up to the highest standard. The prices range from \$75 to \$120. We cut them squarely in two. You can have any coat at just half the actual price. A bargain that is not surpassed for elegance.

Did you notice all those WHEN Hats, Caps, Suits and Overcoats worn by real stylish people at the Society Circus last night?

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FIRE SALE!

STATIONERY Comprising the finest makes and latest styles. Some slightly damaged, and some unhurt. DAMAGED BY SMOKE Occasioned by fire in When Building. HALF PRICE until damaged stock is disposed of. Sale begins Wednesday morning.

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VESSELS

THEIR TOPMASTS SEEN STICKING

OUT OF THE WATER.

Fate of Their Crews Unknown-Eight

Men Rescued from a Sinking

Schooner-Other Marine News.

PHILADELPHIA, Feb. 11.-A telegram

received to-day by the Clyde Line Steamship

Company from the captain of the steamship

Jacksonville, has created quite an excite-

ment in shipping circles. The captain re-

ports passing the topmasts of two three-

masted schooners sunk near the five-fathom

bank light ship, which is just outside the

Delaware capes. One of these vessels is

supposed to be the James Ives, which foun-

dered off that place two weeks ago, but the

identity of the second craft is a mystery.

Judging from the fact that both vessels

were under sail when they went down, the

locality has no doubt been the scene of a

recent shipwreck and loss of life. The cap-

tain is positive both vessels had three

masts, and neither appeared to have been

long in that condition. There were no signs

of life about them. Neither were there any

Agent McDonald, of the Pennsylvania pi-

lots, to-day received a telegram from pilot

Louis Sayre, of the missing pilot boat J.

Henry Edmunds, dated Holly Beach, stat-

ing that the boat was anchored under the

lee of the land of that place, and was all

right. No tidings have yet been heard from

the pilot boat E. C. Knight, but she, too, is

MISS BUECKER LIONIZED.

"Commanded" by Victoria to Tell

About the Elbe .Disaster.

the only woman saved from the Elbe, had

an audience to-day with Queen Victoria

and the Queen's eldest daughter. Empress

Frederick of Germany, who is visiting her

mother at Osborne House, the royal resi-

William Eshenbramer, aged thirty-nine,

and Empress Frederick were deeply inter-

ested in the story told by Miss Buecker,

and expressed a desire to see her. This was equal to a command, and to-day Miss Bucker started for Osborne House to visit

Buecker started for Osborne House to visit their majestles. The royal yacht was placed at the disposal of Miss Buecker for the purpose of the visit, and upon the arrival of the young lady at Cowes a royal carriage was in waiting to convey her the mile and a half to Osborne. Miss Buecker was given a most gracious reception by their majestles, who listened with interest to her graphic story of the disaster and the rescue of the

story of the disaster and the rescue of the survivors by the English fishing smack Wildflower, The Queen invited Miss Buccker

to place her signature in her birthday book and Empress Frederick gave her a souvenir.

Both expressed the deepest sympathy with her. Upon the conclusion of the audience Miss Buccker was taken to Cowes in the royal carriage and embarked for England

An Absconder Among the Lost.

LOWESTOFT, Feb. 11.-A man who at-

himself to be the real Edward Muskow-

iski, and said that the body was that of

Vevera Will Not Cross the Pond.

CLEVELAND, O., Feb. 11 .- County Com-

tidings of the drowning of F. W. Holechek, of this city, who was also a passenger on the Elbe. This makes seven Cleveland peo-

RESCUE AT SEA.

by a Pilot Boat.

NEW YORK, Feb. 11.-Pilot Devlin, of

pilot boat America, No. 21, who brought the

City line steamer Llandaff City from sea

to-day, reports that on Saturday, in lati-

a schooner flying signals of distress, bore

down to her and stood by for sixteen hours

until 2 a. m. on Sunday, when, with the

greatest difficulty, she succeeded in rescu-

ing the crew, consisting of eight men. She

proved to be the schooner Rose Ester-

brook, of Boston, from Norfolk for New

tude 40.40, longitude 71, the America sighted

Crew of a Sinking Schooner Say

LONDON, Feb. 11.-Miss Annie Buecker,

lifeboats adrift.

thought to be safe.

Algonquin, which has just arrived from

NEW ORLEANS AND RETURN

ACCOUNT OF MARDI GRAS \$22 Round Trip \$22

Tickets on sale Feb. 18 to 21; return limit **HOME - SEEKERS' EXCURSION**

WEST and SOUTHWEST. BIG FOUR ROUTE Tickets will be sold on Feb. 12 to all points in Arkansas, Colorado, Kansas, Nebraska, New Mexico, Okiahoma, Texas, Utah, Wyoming, and principal points in Arizona, Idaho, Indian Territory, Louisiana, Missouri and South Dakota. Tickets good returning twenty (20) days from date of sale. For further information call at Big Four offices, No. 1 East Washington street, 36 Jackson place and Union Station.

H. M. BRONSON, A. G. P. A.

GO TO THE Mardi Gras Celebrations New Orleans, La.,

MOBILE, ALA.

C., H. & D. R. R. \$22.00 \{ \begin{array}{c} \partial \text{RATE BOUND } \text{ \text{\$\ext{\$\text{\$\exititt{\$\text{\$\exititt{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\exitit\\$\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text{\$\text

Tickets on said Feb. 15th March 20th.
Sinal limit for return passage March 20th.
For further information call at ticket office,
No. 2 West Washington street, at No. 134
South Illinois street or Union Station.
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The Sunday Journal, by Mail, \$2 a Year

ACME MILLING COMPANY, 462 West Washington Street.

barge may prove to be the Standard Oil barge 58, which broke adrift from the steamer Maverick, while in tow on the morning of the 7th. R. C. Veit, of the Standard Oil Company, learning of the position of the barge, has decided to order the Maverick to go out and make a search for the missing boat

Maverick to go out and make a search for the missing boat.

There is little change in the ice since last report. The steamer Metropolitan, from New London, for New York, moved so slowly through the densely packed ice that it took her about eight hours to make a distance of half a mile from Hart's island point on Stepping Stone light, and at sunset she has made no further headway.

Steamer Victoria Damaged. TACOMA, Wash., Feb. 11.-The Northern Pacific Steamship Company has received a cablegram from Nagasaki, Japan, announcing the steamer Victoria, due here Feb. 21, was damaged by a collision on Jan. 28, at Shimonosiki, Japan, and proceeded to Kobe for repairs. Further details are not given, for repairs. Further details are not given, except that the steamer will be delayed three weeks. This will bring her here March 14. The forwarding of United States mails will be somewhat interfered with, as the Postoffice Department on Saturday ordered all Oriental mails arriving at San Francisco here for dispatch on the Victoria, scheduled to sail Feb. 27. It is possible the company will send back the steamer Tacoma, which arrived at Yokohama from Tacoma a few days ago. A good shore of the Victoria's cargo has arrived here, including seven carloads of cotton from Cairo, Ill. No one was injured by the collision.

Disabled Steamer Abandoned. LONDON, Feb. 11.-The British steamer Maryland, from Philadelphia, on Jan. 22, for this port, arrived at Valentia, Ireland, last evening, having damaged her bows in towing a disabled steamer, which she was obliged to abandon owing to the fact that her supply of coal was exhausted. The disabled vessel was the British steamer Loch Maree, Captain Allison, from Charleston, Jan. 15, for Bremen. The British steamer Glenochiel, Captain Harrison, from New Orleans Jan. 7, via Newport News Jan. 15, for London, arrived at Queenstown on Feb. 8, and reported that on Feb. 6, when 123 miles southwest of Kinsale head, she spoke the Loch Maree. The latter had run out of coal and had been obliged to burn all of her available woodwork. She was proceeding under sail.

Four Sailors Probably Lost. NEW YORK, Feb. 11 .- After having been suspended for several days by reason of the storm and ice, communication with Swineburn island was resumed to-day. Nothing has been seen or heard on the island of has been seen or heard on the island of the four fishermen belonging to the schooner Emma, which drifted ashore in the ice on the west bank on the night of Feb. 7. The boat's crew left the vessel in a vain attempt to reach Staten island, and their fate still remains a mystery. The remaining members of the schooner's crew, after a terrible experience, managed to reach the lighthouse keeper's dwelling at Fort Tompkins in an exhausted condition. The Emma now lies on the west bank of Swineburn island. She is completely covered with ice.

Crew of Clenfuegos at New York. NEW YORK, Feb. 11 .- The Ward line from Nassau to-day, bringing First Assistant Engineer Underwood and thirty-nine members of the steamer Cienfuegos, stranded off Harbor island. The officers of the steam-er Cienfuegos, and a few members of the crew are standing by the vessel, saving the cargo.

The Servia Waited for the Mails. QUEENSTOWN, Feb. 11.-The Cunard line steamship Servia, Captain Ferguson, which sailed from Liverpool on Saturday last, and which arrived here yesterday, on her way to New York, sailed from here at 3 p. m. to-day, twenty-six hours behind her usual time, having oeen delayed while awaiting the mails which were snowbound.

Fishing Fleet Damaged. HALIFAX, N. S., Feb. 11 .- A dispatch from Liverpool, N. S., this afternoon, says a whole fleet of American fishing schooners The American schooner Mattle is ashore, and likely to prove a total loss, at Arichat, C. B. It is supposed the vessel had a cargo of frozen herring aboard for Newfoundland.

Lost Part of Her Cargo. GLASGOW, Feb. 11.-The Allan line steamship Grecian, Captain Nunan, from New York Jan. 21, for this port, arrived at Greenock to-day. Although she experienced heavy weather the steamer sustained no damage, but she lost sixty-two head of cattle, nineteen horses and forty-six sheep.

Arrival of Steamers. NEW YORK, Feb. 11 .- Arrived: La Gascogne, from Havre; Maasdam, from Rotter-dam; La Normandie, from Havre; Witte-kind, from Bremen; Francisco, from Hull. LIVERPOOL, Feb. 11.-Arrived: Colum-bia, from Boston; Nomadic, from New York. GIBRALTAR, Feb. 11 .- Arrived: Werra, from New York. HAVRE, Feb. 11.-Arrived: La Bretagne, from New York. GLASGOW, Feb. 11.-Arrived: Grecian from New York. BREMEN, Feb. 11 .- Arrived Stuttgart

KNIGHTS MAY WITHDRAW.

Meeting of Dissatisfied Members of the Sovereign Organization.

COLUMBUS, O., Feb. 11.-National Trades

Assembly No. 135, K. of L., met here today. Robert Watchorn, a delegate to the late New Orleans convention, K. of L., retended the inquest on the body of one ported how No. 135 had been turned down at of the passengers of the Elbe, supposed to that place. The committee on credentials be that of Edward Muskowiski, declared reported over fifty delegates present. It was decided to admit the representatives from other dissatisfied K. of L. trades districts a man named Guttmann, his brother-ina man named Guttmann, his brother-inlaw, who had absconded from Buda-Pesth,
taking the witness's passports, cards,
etc., and securing a cabin passage to New
York. Guttmann, who was accompanied
by his brother Adolph and his sister, lost
300,000 guiden in Bourse speculations and
made good his losses with the funds of a
company, of which he was director. Guttmann's sister had booked as Estele Golder
and she had 16,000 guiden sewed in her
dress when drowned. The coroner's jury
expressed itself as satisfied with Muskowiski's evidence. to the privileges of the floor. Under this rule Hugh Cavanagh and John Malloy, of District Assembly No. 48, Cincinnati; George O. Purdy, of District Assembly No. 201, East St. Louis; C. R. Martin, of District Assembly No. 72, Toledo; M. Simpson, of District Assembly No. 24, Chicago, and James Michels, of Window-glass Blowers L. A., No. 39, Pittsburg, were admitted. The question of withdrawing allegiance from the general order of the Knights of Labor and forming a new organization was discussed The sentiment of the K. of L. miners was in favor of merging into the United Mine Workers. It was finally decided to appoint workers. It was littary decided to appoint a committee to map out a plan of action to be reported at an adjourned meeting to-morrow evening. This committee consists of T. R. Davis, of Pennsylvania; James O. Connor. of Illinois; J. S. Clarkson, of Iowa; J. W. Cox, of Kentucky, and C. Lawson, of Objective Conference of the delegators to N. T. A. 185 nissioner John Vevera, one of the few survivors of the Elbe disaster, arrived home to-day. He was met at the railroad station by a crowd of friends, Mr. Vevera brought Ohio. All of the delegates to N. T. A. 125 are delegates to the national convention of the United Mine Workers, which opens tomorrow morning. the Elbe. This makes seven develand people who lost their lives in the disaster. The meeting between Vevera and his family was most pathetic. "America is the greatest country on earth," said he, "and I do not intend to leave it again. I would not take another trip across the Atlantic for all the money in the world."

FOILED BY THE ENGINEER.

Unsuccessful Attempt to Hold Up :

Train in Indian Territory. ARDMORE, I. T., Feb. 11 .- An unsuccessbound Gulf, Colorado & Santa Fe passenger train, about 1:30 o'clock this morning, at a point on Hickory creek, in a desolate region about two miles south of the little town of Overbrook. The train was the fast Kansas City through passenger and express known as No. 2, due here at 2 a. m. The railroad company have established a new watering station near the point where the hold-up was attempted, and the robbers evidently expected the train to stop at the tank for water, as is customary. The engineer was reversing his engine to take water, and when the train commenced to slow up the headlight revealed several suspicious-looking characters on the track ahead. The engineer onesel up and the track ahead. looking characters on the track ahead. The engineer opened up and the train fairly flew by the water station. As it went by from the underbrush on either side came volleys from Winchesters. As near as can be ascertained about fifteen shots were fired in all into the passing train, most of the builets taking effect in the sleeper. Fortunately no one was hit by the shower of bullets, although a passenger in the sleeper had a narrow escape, his head being missed by a builet by a few inches. The amount of treasure on board the train could not be ascertained. United States deputy marshals were dispatched to the spot where the hold-up was attempted, but as yet have no clew to the would-be robbers. Bedford, coal laden, full of water and sinking rapidly. Fifteen minutes after the crew was rescued the schooner sunk from sight. The America will probably arrive in port to-morrow afternoon with the supprecked crew. The Esterbrook encountered a succession of terrific northwest gales, with high seas, during which the vessel laborated and strained heavily causing her to spring high seas, during which the vessel labored and strained heavily, causing her to spring a leak and although the crew worked constantly at the pumps, the leak increased until she was full of water and the crew compelled to abandon her.

The steamer Olbers, which arrived this afternoon from Brazilian ports, reports that on Feb. 8, at 10 a. m., being then in latitude 39.15, longitude 73.66, she sighted a four-masted barge adrift, laboring heavily, with a heavy southwest gale prevailing at the time. It is quite possible that this

LA GASCOGNE AT LAST ANCHORED IN LOWER NEW YORK BAY.

Arrived Off Fire Island Late Yesterday Evening and Passed the Night Outside the Bar.

ALL THE PASSENGERS WELL

AND JUBILANT OVER THE END OF A LONG. PERILOUS VOYAGE.

La Gascogne Disabled for Thirteen of the Sixteen Days Spent on the Storm-Tossed Atlantic.

CYLINDER PISTON BROKEN

ON THE THIRD DAY OUT FROM THE PORT OF HAVRE.

Disabled Again Off Sable Island on Feb. 5 and Forced to Heave To for Forty-One Hours.

PASSENGER'S STATEMENT

ACCOUNT OF THE TRIP AND ACCI-DENT AS RELATED BY MR. MIX.

Log of the Disabled Vessel-Great Rejoicing at the Offices of the French Company-Forget Happy.

QUARANTINE, S. I., Feb. 12.-La Gascogne, the long overdue French steamship. limped into port last night with three red lights hanging from her foremast as a signal that she was disabled. Her passengers were on deck, some of them singing wont to do when their minds are suddenly relieved of a heavy strain. For thirteen days of a voyage lasting sixteen days the ship had been disabled, one of her main piston rods having broken on her third day out from Havre. For sixteen hours on that fateful third day the vessel was hove to while the break was being repaired. It was comparatively good weather when the break occurred, but the disabled steamer was fated to run into some of the nastiest had been repaired the steamer proceeded on her way, but under greatly reduced speed. When near the banks of Newfoundcreased to hurricane force. While off Sable island, Feb. 5, the machinery broke down again and the steamer was hove to again, this time for forty-one hours. During all that period the engines did not make a single revolution. When the second repairs had been made the steamer started ahead once more under still further reduced power and headed towards the Lond Island coast. It is a remarkable fact that during the entire voyage across the Atlantic La Gascogne did not sight a steamer until she passed one bound for Philadelphia late on Sunday. Late yesterday afternoon the French steamer signaled Fire island and then proceeded towards Sandy Hook light ship. While the passengers were con-

cheered the World tug.

THE OFFICIAL LOG.

Jan. 27-Long. 13.47, lat. 49.44, 449 miles.

Jan. 28—Long. 24.16, lat. 49.44, 407 miles. Jan. 29—Long. 33.48, lat. 48.34, 380 miles. Jan. 30—Long. 35.21, lat. 48.25, 66 miles.

Jan. 31-Long. 40.24, lat. 41.17, 215 miles.

Feb. 1—Long. 46.08, lat. 45.40, 255 miles. Feb. 2—Long. 52.16, lat. 43.59, 280 miles. Feb. 3—Long. 57.02, lat. 36.09, 213 miles.

Feb. 5 and 6—Repairing machinery.
Feb. 7—Long, 63.07, lat. 41.34, 103 miles.
Feb. 8—Long, 66.56, lat. 40.55, 169 miles.
Feb. 9—Long, 69.35, lat. 39.45, 11 miles.
Feb. 10—Long, 70.50, lat. 40.14, 79 miles.

Feb. 11-Long. 74.15, lat. 40.27, 15 miles.

It was after midnight when La Gascogne

reached the bar, where she anchored for the

night. She was met there by the Chapman

Company's derrick tug Hustler, which will

lay there all night and bring the vessel up

to her dock this morning. Mr. Doty has

made preparations to clear the ship as soon

as possible, and she will doubtless reach her

It was just 9:30 p. m. when a reporter on

the deck of the tug Vosburg, scanning the

horizon off Fire island with a powerful ma-

rine glass caught the glimmer of a light far

away to the eastward. It was so faint and

flickering that for a time the reporter was

uncertain whether it really was a light or

an illusion bred of overstrained and anxious

vision. But it was a light. Steadily as the

Vosburg ploughed through the curling water

the mere bit of luminous haze seen at first

was focused in the fleid of the marine glass

into a gleaming point. The Vosburg an hour

before had spoken the steamer Bolivia, of

Liverpool, near Sandy Hook light ship. She

reported a steamship off Fire island at 3

o'clock in the afternoon, moving slowly and

apparently run in shore to anchor. This

was the first ray of hope that had reached

the weary searchers for tidings of the miss-

But it was a ray that kindled into a beam

when Captain Cutier, of the Vosburg,

shouted: "There's a light on the starboard

bow." There was eager questioning of the

horizon. The tiny light grew brighter momentarily. A ship was coming in undoubtedly. But was it La Gascogne? The Vos-

burg had been chasing lights for a week,

which all proved to be will-o'-the-wisps, as

ing liner.

dock at 8 o'clock this morning.

-Long. 61.41, lat. 42.11, 40 miles.

we were lying to to make repairs. The vessel litched and tossed frightfully in the gale, and for the first time since the breakdown the passengers began to feel uneasy. The engineers were unable to work because of violent tossing of the ship. It was imto handle the heavy pieces of machinery. For forty-one hours the vessel lay to, while the engineers did their utmost to make temporary repairs again. It was first, owing to the constant increase in the extent of the derangement to the machinery, and from a speed of 280 miles, which we were enabled to make after the first breakdown, we had to reduce our speed to siderably worried on account of the delay there was never a panic among them. one hundred miles a day. This made progress exceedingly slow and we were They knew their ship was a stanch one further impeded by the constantly recurring gales. The weather was frightful. and they had every confidence in their "A gale bordered with sleet and snow came out of the west with terrific force captain. And, besides, they knew that the ship was not totally disabled. But they and the vessel pitched and tossed in the ferand they hailed the conclusion of their voyage with joy. They cheered the cap-

ment. Passengers and crew realized the seriousness of our position then, and for the first time signals of distress were dis-played. We signed by signals that we were disabled, but it was not until yesterday that we sighted and signaled a vessel. She was an English steamer. She answered our signs, but proceeded on her way. She was too far away to understand that we retain and they cheered the crew, and they quired assistance. But for the storm the passengers would not have expressed any anxiety. We were frequently beset by gales which at times threatened to founder the vessel. I never saw or experienced Following is a copy of the official log of La Gascogne, copied by one of the passuch storms, and the realization that we were aboard a disabled vessel in terrible sengers and thrown overboard to the tug in storms made many of us very gloomy ina bottle. It shows the vessel's position from We cannot say too much day to day and the number of miles reeled of the captain and officers who behaved manfully and did all in their power to make our lot as comfortable as possible."

How the News of La Gascogne's Safety Was Received. NEW YORK, Feb. 11 .- Not since the Umbria was reported two years ago after a perilous voyage across the Atlantic with a broken shaft has there been such excitement in this city as this evening. When the news was flashed across the wires that a steamer resembling the long-missing Gascome had been sighted off Fire island the inference that the French liner was safe did not for some time reassure the generally incredulous public. It was too good to be true, and it was only when the bulletin was announced that La Gascogne was slowly making her way to her port of destination that the long-pent-up feelings of those who had anxiously watched day by day for tidings of the missing craft broke out. In home in the city the sole topic of conversation was the arrival of the ship, the hope of whose rescue from the terrific storms which have caused such terrible disasters in the maritime world had almost deserted the hearts of the most sanguine.

In the offices of the French line the scene when the telegram was received announcing the safety of the big liner was a striking one. The news was spread quickly through the city. Hundreds of persons besieged the pier of the company, as though they expected that La Gascogne would, in an hour or two, be moored at her dock. This crowd was reinforced every moment. Friends of French passengers fired query after query at Mr. West, the superintendent of the line. The only information vouch-safed them was that the ship was safe. They shook hands with each other and laughed and wept with joy. Over a thousand people decided on staying at the dock until La Gascogne arrived, and it was only when a conspicuous appropriement that when a conspicuous announcement was posted on the outside of the company's pier that she would not leave quarantine until to-morrow morning that auxious watchers slowly went to their homes.

The rejoicing was naturally greatest in the French quarter. The herofsm of La Gascogne's captain was lauded, the sufferings of her passengers, the probabilities of numerous accidents were all enumerated over and over again, but the one great

feeling was that of joy at what was considered by all as nothing less than a miracle. At the Hotel Martin, the well-known French resort, the guests in the dining rooms and the corridors spoke of nothing else. Some of La Gascogne's passengers were known to many of them. Two of them, M. Ravier and M. Ribon, were guests of the hotel two years ago, and are well remembered by its frequenters. The upvarying statement its frequenters. The unvarying statemen from the lips was, "We knew La Gascogne

would arrive safely; we never gave up

far as La Gascogne was concerned. It was the Vosburg's business, however, to speak

every ship that might bear a message from or of La Gascogne. Captain Cutler threw her three points to the southward, and she

bore down on the eastward light. Gradual-

ly out of the darkness grew other lights-

mere sparks at first, but quickly developing

into defined order. It was evident that a

Half an hour after the first glimpse of a

light the World men on the Vosburg made

out three red lights at the masthead of the

in-comer. There was joy on the Vosburg

then. Then these three red lights spelled al-

most "La Gascogne." They told a story of

a disabled ship, and that must mean La

Gascogne. A few minutes more and two

masts and two funnels of La Gascogne were

made out. There was a hurrah from the

deck of the Vosburg. The lost was found.

Surely La Gascegne was at last in sight. The Vosburg slowed down as she ap-

proached the steamer and went around her

stern. It was too dark to make out her

As the Vosburg came around on the wind-

ward side of the unknown a reporter who

stood upon the pilot house made a trumpet

"Piston broken. Took three days to re

"Shall we report you all well on board?"

Just then another tug, the L. Luckenbach,

came up and offered assistance in towing

La Gascogne in. She did not want help, and

the Vosburg was left alongside to escort

the big ship in, and the Luckenbach hur-

A wrecking tug returned to quarantine at

2 a. m. She reported to the management of

the French line, who was waiting at quar-

antine on the tug Millard, that La Gascogne

could not get over the bar, and then the

superintendent of the pier, Mr. West, con-

cluded to go out to her. The Millard left

quarantine for that purpose at 2:20 a. m.

PASSENGER'S STATEMENT.

Mr. Mix's Account of the Accidents

and the Long Voyage.

QUARANTINE, S. I., Feb. 12 .- At the

request of a reporter Mr. Mix, a repre-

sentative of the Thomson-Houston Elec-

trical Company, one of the cabin pas-

sengers on La Gascogne, hastily wrote out

the following statement, which he threw

"All went well until Jan. 29, three days after sailing from Havre, when the ship was stopped and the passengers, on inquiry as to the cause, were informed that

a part of the machinery had broken down. The information was a surprise to the

that an accident had occurred. There had

been no shock or noise sufficient to cause

sequent upon the breakdown, and when inquiries were made by the passengers the

officers made no attempt to conceal the true facts. We learned that the diston of one of the intermediate cylinders

had broken, thus incapacitating the entire

machinery. The engine had been stopped

as soon as possible and the steamer fell off into the trough of the sea, which was

off into the trough of the sea, which was not heavy at the time. The passengers were quite cool, and had no apprehension of danger. In fact, we were not at first distressed by the knowledge of the acci-

dent. None of us realized that the break-

down was more than an ordinary affair. and many of us began speculating how long a time would elapse before the engineers got the break patched up and we would

again be on our course. We lay to for six-teen hours while the full corps of engineers worked on the fractured cylinder. A brass

sleeve was slipped over the fracture and bolted in position, and in this way the en-

gineers were again enabled to start up the

could not be used, however, and as steam was cut off from the boiler of the engines,

the speed was reduced one-half. Even at

this rate we were further handicapped by

being compelled to stop every twelve hours to replace the brass linings which were con-tinually wearing out under the strain. All

would have gone well but for a terrible storm which beset the disabled vessel on

the 4th of this month. It struck us while

The broken cylinder and its companion

alarm. The passengers had noticed a com-

ngers, who were unaware at the time

"La Gascogne," was the answer.

"What is the matter with you?"

of his hands and hailed:

ried away.

"What steamer is that?"

"Do you want assistance?"

big steamer was making for the Hock.

Agent Forget, of the French line, was at his office when the news came. For a moment he was rendered speechless, which evidenced how anxious he had been for the safety of the steamer. Then he regained himself and became wildly hilarious. He should have here and there grassing gained himself and became wildly hilarious. He shouted, ran here and there, grasping the hand of this one and that one, and fairly jumped up and down over the floor amid the excitement of the moment. Then he put on his coat and started for the French line pier, at the foot of Morton street, where a tug had been in readiness for several days to take him to meet La Gascogne should she be sighted.

AT QUARANTINE.

In Army of Reporters Waiting for

News-The Trip Down the Bay. QUARANTINE, S. I., Feb. 11.-When an Associated Press dispatch, at 3:45 p. m., first announced that La Gascogne was sighted off Fire island, flags previously agreed upon as signals were hoisted on the flagstaff of the office of the French line, and over newspaper offices, joyfully announcing to New York, and, through the wires of the press association, to the United States and Canada that the long overdue steamer was safe. Then followed a mad rush for Bowling Green, and by 4:30 the offices of the French line were packed with excited people having relatives or friends on board the disabled steamship, so anxiously expected for eight days past and almost given up for lost. M. Forget, the agent of the line, was hugged, and punched, and slapped; yes, and actually kissed by those whose joyful feelings overcame them. Mr. Riche, an old gentleman who had three daughters aboard the Gascogne, and who lost a child only a month ago, wept as if his heart would break, and many others had handkerchiefs to their eyes. But the stern-faced, black-bearded agent had not a moment to lose. The tugs chartered beforehand were promptly ordered to get ready to force their way through the ice and down the bay. The first tug, the Louis Pulver, carried M. Forget and three influential members of the French colony down to Sandy Hook. The second boat, the Edwin M. Millard, which left New York at 8 p. m., was placed at the disposal of the press by the French line and carried down to Quarantine about fifty newspaper men to add to the fifty already there, backing up fifty others who were on board tugs cruising about among the ice floes of the lower bay.

The trip down to quarantine in the moon-light, crashing through the ice, buffeting into the Arctic wind blowing was a bracing experience in spite of the cold. One and all seemed to feel the excitement of the mo-ment, the joy felt on the receipt of the news telling of the rescue, apparently from a terrible calamity, of about 450 souls and a splendid ocean steamship valued at about \$1,000,000 and having on board a cargo valued at about \$500,000. Therefore what mattered if the interior of the little tug's pilothouse was like an ice chest and that one's breath froze all over his face?
At quarantine all was light and jollity.
The new and handsome buildings devoted

to the use of the Associated Press ship news office and the office of the health officer of the port of New York was blazing with electric lights and alive with news paper men. Pickets were posted on every hill and a close watch was kept on the telegraph office and telephone room. One light down the bay was watched with anxious interest. Every rumor was carefully sifted and chronicled; every echo of a report was investigated and little more could be gathered than the dull fact that away off Fire island a steamer, apparently disabled, was slowly, painfully threading her way to port and under her own steam at that. That was the milk in the cocoanut. But one rumor had it that she was being towed in by two ocean steamers; another had her in tow of one steamer only and a third would insist that it was not certainly La Gascogne. Little by little the good news beamed out brightly from the human freight.

mists of uncertainty, and nearer and nearer came the gallant steamship with its happy The first and only real break in the m notony of the night's cold watch on the snow-clad shores of Staten island on that ice-covered pier, by those floe-laden waters, was the sighting, coming around Fort Wadsworth of the Bolivia, Captain Baxter, from Mediterranean points. It was believed that she had passed near La Gascogne. In fact, some of the rumor mongers had it that that she had been towing the disabled French steamer. Hence there was a wild desire on the part of everybody to board her and get the latest news. It was not an easy job; the ice off shore was almost solid, but a tug crushed its way alongside the steamer, and Captain Baxter was interviewed as he was preparing to let go his anchor. Captain Baxter and his chief officer took turns at watching La Gascogne closely through a powerful marine glass, and they came to the conclusion that her machinery was disabled. Pilot Nicholas Reach also took a "squint" at the slowly moving craft, and expressed the opinion that she was down by the stern, and it was judged that either her propeller shaft or her rudder, or both, were disabled. At her foremast head the steamer displayed three red balls, indicating that she was either

disabled or unmanageable. A FORMER CLOSE CALL. How La Gascogne Escaped Wreck on a Dangerous Rock. NEW YORK, Feb. 11.-Three times previous La Gascogne figured in newspaper articles on account of exciting circumstances. Sunday morning, May 25, 1859, while bound

for Havre with 440 souls aboard, she was proceeding at reduced speed because of a fog which had for three days prevented any reckoning. Captain Santelli, who was in command then, knew only that he was somewhere in the vicinity of the Scilly islands. He was himself upon the bridge, where he had been for hours, peering anxiously into the fog and keeping a sharp eye on the lookouts in the bow. Suddenly the captain sprang to the electric dial which ommunicates instructions to the engineer. So quick were his movements that he alin charge of the signals off his feet. The captain had been the first of the officers on the bridge to see signals of danger ahead flashed by the forward lookouts, and with almost incredible quickness had given the engineer the order to reverse the engines; at the same time he threw the ship's helm hard aport. Right in front of the steamer, and within a stone's throw of her towering prow was a small black rock, the polished surafce of which was but a few feet above with the ship's mighty bulk, it, or a companion rock in the ledge it helped to form, had been the means of sending the steamer Schiller to the bottom several years ago, drowning hundreds of her passengers. La Gascogne did not escape the almost hidden foe without injury. Her port side scraped the rock, and a rent was made below the water line, through which the sea poured in. The cargo was shifted to starboard sufficiently to admit of repairing. The hole, fortunately, was not large, and the ship, after a few hours delay, was able to proceed slowly to Havre. Had the fog not lifted momentarily at the instant it did the rock could not have been

seen in time by the lookouts. The ledge is known as Bishop's island. What agitated Captain Santelli more at the time than the narrowness of the escape was the woeful miscalculations in his reckonings, which he on Oct. 26, 1891, La Gascogne came into New York harbor salt-incrusted to the top of her funnels. She had been in the teeth of a hurricane for four days. On May 4, 1893. La Gascogne grounded on a shoal below the Sou.hwest spit, but got off without assistance after six hours' labor.

The Steamer's Officers. NEW YORK, Feb. 11.-The officers of La Gascogne are: Baudelon, commander:

Blanquie, second captain; Gontier, first officer; Pitou, second officer; Landegren, third officer; Martin, chief engineer; Le Bars, second engineer; Gouverne, third engineer; Hamau, fourth engineer; Japhet, purser; Darandeau, assistant purser; Gervais, doc-

La Gascogne is a two-masted steel screw steamer, built in 1886, at La Seyne, France, by Forges & Chantlers. She registers 4,311 tons net and 7,290 tons gross. Her dimensions are 480 feet length, 523 feet beam and 34.1 depth of held. She was last surveyed in New York, February, 1894.

SEEKING MORE LIGHT

WAYS AND MEANS COMMITTEE TO INVESTIGATE THE BOND DEAL.

Members Want to Know Why President Cleveland Secretly Bargained with Foreign Money Lenders.

MR. CARLISLE SUMMONED

ASKED TO EXPLAIN CERTAIN DE-TAILS OF THE TRANSACTION.

Republicans Think the Rate of Interest Agreed to Be Paid Is Much Higher Than Necessary.

TALK WITH SENATOR HILL

HIS RESOLUTION REGARDING RE-DEMPTION OF BONDS IN COIN.

Million and a Half in Gold Already Deposited in the New York Assay Office and Certificates Issued.

Special to the Indianapolis Journal. WASHINGTON, Feb. 11 .- Secretary Carlisle will appear before the ways and means committee to-morrow morning to explain certain details of the marvelous negotiations by President Cleveland which have resulted in disposing of some sixty-five million dollars' worth of bonds to a little combination of foreign money lenders at a rate of interest far in excess of what was allowed American citizens on previous loans. Mr. Carlisle understands perfectly that he is tha vicarious witness of the committee. Every member of the committee knows quite well that Mr. Carlisle had nothing to do with the negotiations, but it is impossible to summon Mr. Cleveland before a committee of Congress, and Mr. Carlisle must, therefore, take up the burden of the explaining. What the Republican members of the committee want explained more than all else is the fact that Mr. Cleveland is paying est on bonds which have thirty years to run, which is more than the current rate on the four-per-cents. which have only twelve more years to run. The part which Mr. Cleveland's ex-law partner, Mr. Stetson, played in the negotiations has also excited

some interest. Senator Hill appeared in the Senate again to-day in his new role of administration champion. He introduced a resolution declaring, in effect, that a safe system of bimetallism is the true financial policy of the States if it is practicable, but that-and this is the essential feature of the resolutionwhenever, for any reason, silver fails to remain at a parity with gold, all bonds of the United States, of past or of future issue, shall be paid in gold. Mr. Hill afterward made his resolution a concurrent one, so that if it should be adopted in both houses it would have the effect of law, without requiring the signature of the President. Senator Hill has shown himself a shrewd diplomate in framing this resolution. Speaking of it to the Journal correspondent the New York Senator explained that his resolution was in reality only a crystallization of a statement recently made in a speech by Senator Teller, who is recognized leader of all opposition to gold-bond legislation. Mr. Teller in that speech declared that the "bonds should be paid in the most valuable coin. whether that should be gold or silver." Mr. Hill declared himself perfectly willing to adopt that policy, and thought it should be declared to be the policy of the United States. "If from cause now unforeseen," he said, "silver should become more valuable than gold, a contingency that I hardly expect, we should pay our bonds in silver. Should gold be the more valuable we should pay them in gold." Such a declaration, he said, would have the result of relieving all foreign apprehension that our bonds may ever be paid in silver, and would give official assurance that our bonds will always

be paid in the best money. A point that will be strongly dwelt upon by the Republicans, both in the examination of Secretary Carlisle to-morrow and in the subsequent discussion of the gold-bond bill in the House, is the statement of Mr. Cleveland that the treasury will save sixteen millions by authorizing the issue of gold three-per-cents., instead of the proposed coin fours. This will have much weight with the Republicans, and if shown to be accurate will have some effect in gaining friends among the Republicans who would otherwise oppose gold bonds.

An Associated Press dispatch says the committee on ways and means adjourned without reporting any conclusion, but with a brighter prospect for agreement on the bond question. To-morrow Secretary Carlisle will appear, it is expected, with the contract for the sale of the forthcoming bond issue to settle a quesion which arose to-day. Democratic members of the committee prophesy that the Republicans will unite with them on a plan. This belief is based on no definite statement from the opposition, but on the general demeanor of the Republicans and the sight of Reed in conference with Mr. Cockran for an hour The Republican contingent took small part in the proceedings and, individually, its members are diplomatic in speaking of their intentions. If Mr. Reed has arrived at any understanding with the adminis-tration, as was freely rumored, he has done it, his colleagues say, on his personal responsibility.

Most of the time of the committee today was consumed in a discussion of a plan offered by Mr. Cockran to meet the present emergency, and possible exigencies of the future, which would confer large discretionary powers on the executive branch of the government,

He made it a verbal proposition, but after the meeting, reduced the plan to writing and will present it to-morrow in he following form:

"Whenever it appears to the Secretary of the Treasury that an additional supply of gold or silver is necessary to the treas-ury to enable it to maintain the parity beween the various coins and forms of money of the United States, as required

by law, the said Secretary is hereby au-thorized to procure such gold or silver as may be necessary for that purpose, by issuing therefor obligations of the United States, conditioned for the return of a like quantity of the same metal as may have been thus obtained, and for the transfer to the holder of such obligations of an additional amount of said metal, not to exceed 3 per cent, of the whole amount thus obtained. thus obtained."

Mr. Bynum withdrew his resolution in deference to Chairman Wilson's plan, which covers in part the same ground, and Mr. Wilson has amended the form of his resolution by adding a clause which stipulates that none of the proceeds of the bond issue shall be used to defray current expenses of the graverament. The change was designed